



The China Mail.

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HONGKONG, THURSDAY, MARCH 29, 1888.

日七十月二年子戊

Price, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STANLEY & Co., 50, Abchurch Lane, E. C. RAY & Co., 37, Watling Street, E. C. SAMUEL DRAKE & Co., 150 & 154, Leadenhall Street, W. M. WILLS, 151, Cannon Street, E. C.
PARIS AND EUROPE:—AMERIE PRINCE & Co., 36, rue Lafayette, Paris.
NEW YORK:—ANDREW WIND, 21, Park Row.
SAN FRANCISCO and American Ports generally:—BEAN & BLACK, San Francisco.
AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTH, Melbourne and Sydney.
OCEANIC:—W. M. SMITH & Co., THE APOLLOMARINE CO., Colombo.
SINGAPORE, STRAITS, &c.:—SAYLE & Co., Square, Singapore. C. HENNINGSEN & Co., Manila.
CHINA:—MACAO, F. A. DE CRUZ, Seco, Quilao & Co., Amoy, N. MOORE, Hongkong, Hanks & Co., Shanghai, LANE, CRAWFORD & Co., Yokohama, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000
RESERVE FUND, \$3,930,000
RESERVE LIABILITY OF PRO-VIDENT, \$7,500,000

COURT OF DIRECTORS.
Chairman:—HON. JOHN BELL IRVING.
Deputy Chairman:—W. H. FORBES, Esq.
O. D. BORTOLLY, Esq.
W. G. BIDDLE, Esq.
H. L. DALRYMPLE, Esq.
R. HOPKINS, Esq.
H. LAYTON, Esq.
Chief Manager:—THOMAS JACKSON, Esq.
Manager:—J. ARRANGER.
Shanghai:—KIRKIN CAMERON Esq.
LONDON BANKERS:—LONDON and County Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months, 4 per cent. per annum.
" 6 months, 5 per cent. " "
" 12 months, 6 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON,
Chief Manager.
Hongkong, January 25, 1888. 363

NOTICE.
THE BUSINESS OF THE HONGKONG SAVINGS BANK.
1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.
2.—Sums less than \$1. or more than \$200 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.
3.—Depositors in the Savings Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
4.—Interest at the rate of 3 per cent. per annum will be allowed to depositors on their daily balances.
5.—Each Depositor will be supplied gratis with a Pass Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
6.—Correspondence as to the business of the Bank if marked "On Hongkong Savings Bank Business" is forwarded free by the various British Post Offices in Hongkong and China.
7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass Book are necessary.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, September 1, 1887. 764

NOTICE OF FIRM.

NOTICE.

MR. M. GROTE has THIS DAY been Admitted a PARTNER in our Firm, CHATER & VERNON.
Hongkong, January 15, 1888.

Intimations.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all Vessels DISCHARGING BOMBAY COTTON and COTTON YARN at the Kowloon Wharves will have FREE STORAGE for 14 days from arrival, after which a Rent of 8 CENTS per bale per month will be charged.
ISAAC HUGHES,
Secretary.
Hongkong, November 7, 1887. 2148

SAILOR'S HOME.

ANY Chief of Vessel, Boats, or Yarns will be thankfully received at the Sailor's Home, West Point, Hongkong, July 25, 1887.

Intimations.

HONGKONG RIFLE ASSOCIATION.

THE FIFTH PRIZE MEETING will be held at KOWLOON on FRIDAY and SATURDAY, March 31st and 1st, and MONDAY, April 2nd, 1888.
For MEMBERS and ALL COMERS OF \$1,200 will be given in Prizes.
The Shooting will commence each day at 10 a.m.
Programmes and Entry Forms can be obtained from the Undersecretary on and after Monday, 26th March, 1888.

A. SHELTON HOOPER, Honorary Secretary.

Hongkong, March 20, 1888. 463

NOTIFICATION.

CUSTOM HOUSE, Kowloon, 25th March, 1888.
ON FRIDAY NEXT, the 30th Instant, being Good Friday, this Office and the OFFICE EXAMINATION HULK will be CLOSED to the Transshipment of all Business, but work at the Customs Stations will proceed as usual.

F. A. MORGAN, Commissioner of Customs.

BANK HOLIDAYS.

IN accordance with Ordinances No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transshipment of Public Business on FRIDAY, the 30th Instant (Good Friday), and on MONDAY, the 2nd April (Easter Monday).

For the "Chartered Mercantile Bank of India, London and China,"
JOHN THURBURN,
Manager, Hongkong.

For the "Chartered Bank of India, Australia and China,"
T. H. WHITEHEAD,
Manager, Hongkong.

For the "Hongkong and Shanghai Banking Corporation,"
T. JACKSON,
Chief Manager.

For the "Comptoir d'Escompte de Paris,"
J. ARRANGER,
Acting Agent.

For the New "Oriental Bank Corporation, Limited,"
E. W. RUTTER,
Manager, Hongkong.

Hongkong, March 27, 1888. 511

ROSE SHAMROCK AND THISTLE HOTEL.

MR. LIEBERMANN having SOLD the above BUSINESS to Mr. C. BERIO-VITZ, and being about to leave for Europe shortly, requests that ALL CLAIMS against him be sent in immediately.
Hongkong, March 21, 1888. 474

A RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR.

This Article, which has been reprinted from the *Chinese Review*, contains one of the best Sketches of Formosa yet written. A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, 81—at Messrs. LANE, CRAWFORD & Co.'s, and Messrs. KELLY & WAUGH, LIMITED, Hongkong; also, Mr. N. MOALLE, Amoy.
Hongkong, March 3, 1888. 363

In the Matter of the Petition of EDWARD WILLIAM SERRELL, Junior, Civil Engineer, of America, for LETTERS PATENT, for the exclusive use within the Colony of Hongkong, of an Invention, for

(1) "PROCESSES AND MACHINERY FOR REELING SILK FROM THE COCOON," and
(2) "IMPROVEMENTS IN AUTOMATIC SILK REELING MACHINES,"
for which His Majesty's Royal Letters Patent have been duly granted in England.

NOTICE IS HEREBY GIVEN that the necessary Specifications, Declarations, and Drawings required herein by Ordinance No. 14 of 1862, have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said EDWARD WILLIAM SERRELL by WILLIAM WOTTON, his duly-authorized Attorney, to apply at the sitting of the Executive Council hereinafter mentioned for LETTERS PATENT for the exclusive use within the said Colony of Hongkong of the said Inventions.

And
NOTICE IS HEREBY ALSO GIVEN that a sitting of the Executive Council, before whom the matter of said Petitions will come for decision will be held in the Council Chamber, at the Government Office, Victoria, Hongkong, on the 6th DAY of APRIL, at 11 a.m.

WOTTON & DEACON,
Solicitors, Hongkong.

SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONQUIN (SOCIÉTÉ ANONYME)

CAPITAL, — FRANCES 4,000,000
DIVIDED INTO 8,000 SHARES OF FRANCES 500 EACH.

THIS Société is being formed for the purpose of WORKING the COAL MINES at HALONG BAY, Tonquin, under a Concession granted by the French Government in Tonquin, to M. BAYET-CRAWFORD per Acts, dated Bano, the 28th day of March, 1887, and the 5th day of August, 1887.
The COAL MINES cover an Area of about 15,000 hectares, and the Concession will be conveyed to the Société by the Concessionaire as soon as the Société is formed.
Of the 8,000 SHARES, 4,000 are offered for Public Subscription at Par on the 22nd and 23rd days of March, 1888, and the Amount thereof is payable on application.
Forms of Application can be obtained from M. BAYET-CRAWFORD, 7, Queen's Road Central, to whom the same must be returned when filled up and signed, and where also the Articles of Association of the Société in formation can be obtained by the intending Shareholders.
PAYMENT for SHARES applied for must be made to the Comptoir d'Escompte de Paris, Hongkong, as Agents for the Banque de l'Indo-Chine, who will grant Receipts for same.
Hongkong, March 20, 1888. 473

Business Notices.

LANE, CRAWFORD & Co.

HAVE RECEIVED A VARIETY OF
NEW GOODS,
INCLUDING:

PIGSKIN HACK SADDLES and FURNITURE, Complete for \$30.00.
DOG COLLARS, DOG MUZZLES, DOG WHIPS, DOG CHAINS.
THE FILTRE RAPIDE, MASON'S PATENT INDESTRUCTIBLE, \$6.00.
A FINE LOT OF BATH SPONGES.
BATH TOWELS, BATH BLANKETS and BATH GOWNS.
BRACKET and TABLE LAMPS, LAMP SHADES.
SCARVES and TIES, Spring Colours and Designs.

HOSIERY and OUTFITTING SUNDRIES:
ALBUMS, PORTRAIT FRAMES, WORK-BASKETS, POCKET BOOKS, NOTE CASES.

Also,
A LARGE STOCK OF
TENNIS BATS and BALLS.
LANE, CRAWFORD & Co.
Hongkong, March 20, 1888. 470

W. POWELL & Co.

WE HAVE RECEIVED THIS WEEK, OUR
FIRST DELIVERIES
OF
NEW SPRING DRESS MATERIALS,
Over 500 Pieces to Select from, varying in Price from 12 CENTS per Yard.

NEW STRAW HATS, FLOWERS, FEATHERS, RIBBONS, LACES, &c., &c., &c.
W. POWELL & Co.
Victoria Exchange, March 8, 1888. 394

NEW GOODS.

TALL SILK HATS.
FINE BLACK DIAGONAL and
CONSERVATOR for Dress Suits.
BLACK, BLUE and BROWN FANCY
and CHECK DIAGONAL
COATINGS.
FANCY and CHECK TWEED
SUITINGS.
TROUGHINGS, in a great
variety of Stripes, Checks,
and 10 to 15 to choose from.
WALKING STICKS, a very
large assortment.
WATERPROOF COATS, LEG-
GINGS and CHAIR APRONS.
TRAVELLING BAGS and SPORTS
MANS.
OVER COATINGS, light and
heavy.
OVER COATINGS, Ulster
Tweeds.

Solid LEATHER PORTMAN-
TRAUS.
OYSTER LEATHER TRUNKS, GLAD-
STONE BAGS, and a variety
of TRAVELLING CASES, all
sizes.
SILK & HOSE, Black, Navy
and Colours.
Lamb's Wool, Merino and
Lace Thread & Laces.
White DRESS SHIRTS.
Lacing & E. S. Boots and
Shoes.
SHOOLING BOOTS, RUBBER
BOOTS.
Patent Leather Boots and
Shoes.
DANCING PUMPS, all sizes.
Large Stock of SCARVES, TIES,
HANDKERCHIEFS, BRACES.

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Intimations.

NOTICE.

LADY DES VETTES 'AT HOME,'
appointed for MONDAY, the 2nd April,
has unavoidably been POSTPONED to
TUESDAY, the 3rd April.

By Command,
SLINGSBY W. BETHELL.
Hongkong, March 28, 1888. 516

A LADY residing in England wishes to
have Two or Three CHILDREN to
EDUCATE with her.
Careful training with the advantage of
FRENCH and GERMAN taught in an English
home.
Good References required and exchanged.
Apply to—
LANE, CRAWFORD & Co.
Hongkong, March 27, 1888. 512

IMPORTANT NOTICE.

KUHN & CO.

ARE NOW SELLING OFF
THEIR FINE ART COLLECTION,
consisting of a

CHOICE & VALUABLE ASSORTMENT
OF JAPANESE BRONZES, CLOISONNE,
IVORY, LACQUER, SILK and SATIN
KIMMOS, KAKIMMOS, SCREENS,
DRESSING-GOWNS and JACKETS,
QUILTS, WALL DECORATIONS,
BRONZE JEWELLERY, SWORDS, COM-
PLETE SUITS of ANTIQUE ARMOUR,
&c., &c., &c.

TO AVOID THE COST OF RE-shipment
THE ENTIRE STOCK is NOW OFFERED
AT GREATLY REDUCED PRICES.

MESSRS. KUHN & Co., in thanking
the RESIDENTS of Hongkong, Canton, and
Macao for their Liberal Patronage, regret
to state that, owing to the opening of a
Branch House in London, where Mr. KUHN's
presence is an absolute necessity, they are
compelled to temporarily close their Hong-
kong establishment, but due notice will be
given of the resumption of Business. Mean-
while all Orders sent to KUHN & Co.,
YOKOHAMA, will receive the most careful
attention.

The PUBLIC are respectfully notified
that the present sale of the most complete
collection of WORKS OF JAPANESE
ART ever offered in Hongkong at such low
prices, will be limited to the current month.

KUHN & Co.,
opposite the HONGKONG HOTEL.
Hongkong, March 19, 1888. 449

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS
are requested to send in a STATEMENT
OF BUSINESS Contributed during the Half-
Year ended 31st December, 1887, on or
before the 31st Instant, on which date the
Accounts will be Closed.
By Order of the Board of Directors,
D. GILLIES,
Secretary.
Hongkong, March 15, 1888. 434

DENTISTRY.

FIRST CLASS WORKMANSHIP. MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(FORMERLY ARTIFICIAL APPRENTICE AND LAT-
TERLY ASSISTANT to Dr. ROGERS),
AT the urgent request of his European
and American patients and friends,
has TAKEN THE OFFICE formerly oc-
cupied by Dr. ROGERS,
No. 2, DUDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.
Sole Address,
2, DUDELL STREET,
(Next to the New Oriental Bank.)
Hongkong, January 12, 1885. 68

INSURANCES.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above
Company, are authorized to Insure
against FIRE at Current Rates.

GILMAN & Co.
Hongkong, January 1, 1882. 14

THE LONDON ASSURANCE COMPANY (LIMITED).

CAPITAL SUBSCRIBED.....\$1,000,000.

THE above Company is prepared to ac-
cept MARINE RISKS at Current
Rates on Goods, &c. Policies granted to
all parts of the World payable at any of its
Agencies.

WOO LIN YUEN,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, December 2, 1887. 2349

THE LONDON ASSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER OF
His Majesty King George the Third,
in 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates, payable either
here, in London, or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates.

Life Department.
Policies issued for sums not exceeding
\$5,000 at reduced rates.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *Belgica* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 3rd April, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco \$200.00
To San Francisco and return, 350.00
To Liverpool 325.00
To London 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central, Hongkong, March 14, 1888. 426

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; ALSO LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON WEDNESDAY, the 4th April, 1888, at Noon, the Company's S.S. *IRADUADY*, Commandant *Bruce*, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 3rd April, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Outlets and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

CANADIAN PACIFIC LINE.
TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *ABYSSINIA*, 3,651 Tons Register, Lge. Com. GUYVER, B.C. and SAN FRANCISCO, via NAGASAKI, KOBÉ, and YOKOHAMA, on THURSDAY, the 12th April, at 3 p.m.

To be followed by the S.S. *BATAVIA*, in May.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver & Victoria, Mex. \$100.00
To San Francisco 175.00
To all common points in Can. 200.00
To London 300.00
To Liverpool 305.00
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 11th April.

All Parcels must be sent to our Office and should be marked to address in full, and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to ADAMSON, BELL & Co., Agents.

Hongkong, March 27, 1888. 510

NOW READY.

THE REVENUE OF CHINA.
A SERIES OF ARTICLES.
Reprinted from 'The China Mail' WITH AN APPENDIX.
THIS PAMPHLET is now ready, and may be had at the Office of this Paper, Messrs. LANE, CRAWFORD & Co., Messrs. ELLIS & WATSON, and Mr. W. BAZZANI.

Price 50 Cents.

Notices to Consignees.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Japan* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the HONGKONG and KOWLOON WHARF and Godowns of the Western Point Godowns, whence delivery may be obtained.

Cargo remaining undelivered after 1st April will be subject to rent. No Fire Insurance has been effected.

Consignees are hereby informed, that all Claims must be made immediately, as none will be entertained after the 30th instant.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, March 26, 1888. 501

GLEN LINE OF STEAM PACKETS.

FROM LONDON, PENANG AND SINGAPORE.

THE Company's S.S. *Glenloch* having arrived from the above Ports, Consignees of Cargo by her and the S.S. *Gertrude* and *Devenish* from New York, are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF & Godowns Company, Ltd., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Cargo remaining undelivered after the 31st instant will be subject to rent. No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, March 24, 1888. 496

To-day's Advertisements.

ZETLAND LODGE.
No. 525.

A Regular MEETING of the above LODGE will be held in FREDERICKSON'S Hall, Zetland Street, on TUESDAY NEXT, the 3rd April, at 8.30 for 9 p.m., precisely. VISITING BRETHREN are cordially invited.

Hongkong, March 29, 1888. 517

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship *Harmon*, Captain HALL, will be despatched for the above Ports on SUNDAY, the 1st April, at Daylight, instead of as previously advertised.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, March 29, 1888. 518

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.

The Company's Steamship *Taichon*, Captain J. NEWTON, will be despatched for the above Ports on SUNDAY, the 1st April, at 9 a.m.

For Freight or Passage, apply to YUEN FAT HONG, Agents.

Hongkong, March 29, 1888. 520

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship *Diamond*, Capt. McCASLIN, will be despatched for the above Ports on MONDAY, the 2nd April, at 4 p.m.

For Freight or Passage, apply to RUSSELL & Co., General Managers.

Hongkong, March 29, 1888. 521

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHOW, TIENTSIN, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship *Deception*, Captain ASQUITH, will be despatched as above on THURSDAY, the 5th Proximo.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, March 29, 1888. 522

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBÉ.

(Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s Steamship *Tokoro*, will leave for the above place about 24 hours after her arrival with the next outward English Mail.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, March 29, 1888. 523

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s Steamship *Hydaspes*, will leave for the above place about 24 hours after her arrival with the next outward English Mail.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, March 29, 1888. 524

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Patroclus*, Captain PULFORD, will be despatched as above on SATURDAY, the 7th Proximo.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, March 29, 1888. 519

To-day's Advertisements.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, VENICE, AND LONDON; ALSO BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMSHIP *DECCAN*, Captain P. W. CASE, with Her Majesty's Mail, will be despatched from this Port for BOMBAY, on WEDNESDAY, the 11th April, at Daylight.

Cargo will be received on board until 4 p.m. on the day before sailing, and parcels and Specie (Gold & Silver) until 2 p.m. on the day before sailing.

Test, Silk and Valuable Goods for Europe will be transhipped at Colombo; General Cargo at Bombay, arriving one week later than by the direct route via Colombo.

For further particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's latest Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, March 29, 1888. 525

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—
ALLIE ROWS, Hawaiian brig, Captain J. Phillips. —Wielor & Co.
R. P. CHERRY, American brig, Captain Hughes. —Douglas, Larraik & Co.
CENTENNIAL, American brig, Captain I. M. Barrow. —Russell & Co.
HARTIE E. TAYLOR, British barque, Capt. J. McConnelly. —Gibb, Livingston & Co.

SHIPPING.

ARRIVALS.

Beatty, British steamer, 1,119, Lo Bon-tellier, Bangkok March 22, Rice.—Gibb, Livingston & Co.
Formosa, British steamer, 687, P. Hall, San Francisco.

Vessels Advertised as Loading.

Destination.

Destination	Vessel	Captain	Agents	Date of Leaving
Bombay, and Ports of Call	Preussen (s)	O. Pohl	Norddeutscher Lloyd	April 16, at 4 p.m.
London, via Suez Canal	Patroclus (s)	Pulford	Butterfield & Swire	April 7
London, and Ports of Call	Decan (s)	P. W. Case	P. & O. S. N. Co.	April 11, at daylight
Manila, via Amoy	Diamond (s)	McCaslin	Russell & Co.	April 2, at 4 p.m.
Nagasaki, Kobe and Yokohama	Tokoro (s)	Bretel	P. & O. S. N. Co.	April 5, at daylight
Manila, and Ports of Call	Deception (s)	Asquith	Butterfield & Swire	April 4, at noon
New York, via Suez Canal	Claymore (s)	Olson	Adamson, Bell & Co.	About April 11
Port Darwin, &c.	Taitan (s)	Alison	O. & O. S. Co.	April 7, at 4 p.m.
San Francisco, via Yokohama	Belgie (s)	Gray	Pacific Mail S. S. Co.	April 14, at 8 p.m.
San Francisco, via Yokohama	City of Peking (s)	Gray	Russell & Co.	Quick despatch
San Francisco	Great Admiral	J. F. Rowell	Russell & Co.	Quick despatch
Shanghai, via Amoy	Hydaspes (s)	Milligan	Butterfield & Swire	March 31
Shanghai, via Amoy	Decan (s)	Asquith	Butterfield & Swire	April 5
Shanghai, Kobe and Yokohama	Deception (s)	Asquith	Messageries Maritimes	About March 30
Singapore, Penang and Calcutta	Formosa (s)	T. S. Gardner	David Sassoon, Sons & Co.	April 1, at daylight
Swatow, Amoy and Tamsui	Taitchou (s)	J. Newton	Douglas, Larraik & Co.	March 30, at noon
Swatow and Bangkok	Taitchou (s)	J. Newton	Jardine, Matheson & Co.	March 30, at noon
Tientsin, via Swatow	Kwongse (s)	Sellar	Jardine, Matheson & Co.	March 30, at noon
Vancouver (B.C.), via Yokohama	Abysinia (s)	Lee	Adamson, Bell & Co.	April 12, at 3 p.m.

SHARE LIST. QUOTATIONS.

MARCH 29, 1888.

Stocks.	Shares.
BANKS.	
Hongkong and Shanghai Bank Corp.	60,000
INSURANCE.	
North-China Insurance Co., Ltd.	5,000
Yangtze Insurance Company, Ltd.	8,000
Union Insurance Society Co., Ltd.	10,000
China Traders' Insurance Co., Ltd.	24,000
Canton Insurance Office Co., Ltd.	10,000
Chinese Insurance Co., Limited	1,500
Hongkong Fire Insurance Co., Ltd.	8,000
China Fire Insurance Co., Ltd.	20,000
Shanghai Fire Insurance Co., Ltd.	20,000
Shanghai Insurance Company, Ltd.	40,000
Straits Fire Insurance Co., Ltd.	20,000
Straits Insurance Co., Ltd.	30,000
STEAMBOAT COMPANIES.	
H. K. O. and M. Steamboat Co., Ltd.	40,000
Douglas Steamship Co., Limited	20,000
Indo-China S. N. Company, Limited	18,387
60,000 shares issued	31,212
China and Manilla S. S. Co., Ltd.	3,500
MISCELLANEOUS.	
H'kong & Whampoa Dock Co., Ltd.	12,500
H. K. and China Gas Co., Limited.	5,100
New Shares.	1,500
Hongkong Hotel Company, Ltd.	3,000
60,000 shares issued	15,000
China Sugar Company, Limited	15,000
Hongkong Ice Company, Limited	5,000
Hongkong Bakery Company, Ltd.	5,000
Luzon Sugar Company, Limited	7,000
Perak Sugar Cultivation Co., Ltd.	5,000
Perak Tin Mining & S'ing Co., Ltd.	5,000
Fanjong & Sangha Doo Samatun	40,000
H. K. & Kow. Wharf & Godown Co., Ltd.	17,000
H'kong Rope Manufacturing Co., Ltd.	3,000
A. S. Watson & Co., Limited	3,800
H. K. High-Level Tramways Co., Ltd.	1,250
LOANS.	
Chinese Imperial 1884	8,665
1884	3189
1889	1700

* Equalisation of Dividend Fund.

† Depreciation and Insurance Fund.

‡ At debit.

Tamsui March 25, Amoy 26, and Swatow 27, General.—DOUGLAS STEAMSHIP CO.

Emeralda, British steamer, 395, M. Mottram, Kobo March 22, General.—G. R. STEVENS.
Ningpo, British steamer, 762, Schulz, Shanghai March 24, General.—STEVENS & Co.

Stenor, British steamer, 1,307, Milligan, Shanghai March 24, and Amoy 28, General.—BUTTERFIELD & SWIRE.
Cruiser, British steamer, 547, J. Ogston, Saigon March 24, Rice.—G. R. STEVENS.
Protos, German steamer, 1,093, C. Stenon, Saigon March 24, General.—EDWARD SCHULZ & Co.
Nanhai, British steamer, 805, J. Blackburne, Bangkok March 7, Rice and General.—HOR HING HONG.

DEPARTURES.

Septima, for Saigon.
Phu Chua Chom Kiao, for Swatow, Marie, for Haiphong, Thales, for Coast Ports, Ningpo, for Whampoa.

CLEARED.

Drachensfels, for Saigon.
Stenor, for Singapore and London.
Teresa, for Saigon.

PASSENGERS.

ARRIVED.
Per Beatty, from Bangkok, 5 Chinese.
Per Formosa, from Coast Ports, Mr Sponces, and 19 Chinese.
Per Stenor, from Shanghai, 32 Chinese.
Per Stenor, from Shanghai, 45 Chinese.
Per Cruiser, from Saigon, 30 Chinese.
Per Protos, from Saigon, 30 Chinese.
Per Nanhai, from Bangkok, 7 Chinese.

DEPARTED.
Per Ganges, for London, Mrs A. G. Wise.
Per Septima, for Saigon, 40 Chinese.
Per Phu Chua Chom Kiao, for Swatow, 200 Chinese.
Per Marie, for Haiphong, 30 Chinese.
Per Thales, for Swatow, 400 Chinese.

TO DEPART.
Per Drachensfels, for Saigon, 12 Chinese.
Per Stenor, for Singapore, 16 Europeans, and 337 Chinese.

SHIPPING REPORTS.

The British steamer Beatty reports: Had light southerly winds and fine weather. The British steamer Formosa reports: March 25th, Tamsui to Amoy, light variable and overcast. March 26th, Amoy to Swatow, light N.E. and hazy. March 27th, Swatow to Hongkong, light N.W. winds and dense fog. Steamers in Swatow, *Hang-chow* and *Tamsui*.

The British steamer Emeralda reports: First part S. to S.E. winds, strong, with heavy sea. On the 25th, fresh N.E. gale; thence to port N. to N.E. winds moderate; 27th and 28th, dense fog.

The British steamer Ningpo reports: Left Shanghai on the 24th instant, at 8 a.m., fresh breeze from N.E. Anchored outside Bihau Island for 10 hours, thick fog; from Bihau to Ninipins, fresh breeze and misty weather; anchored outside Ningpo for 32 hours, thick fog. Arrived Hongkong at 6.30 a.m. on 29th instant.

The British steamer Stenor reports: Had light variable winds and foggy weather. The German steamer Protos reports:

Had light Easterly winds, fine weather; from last night 10 p.m. to 11 a.m., this day heavy fog.
The British steamer Nanhai reports: Left Bangkok (Koh-si-chang) noon 22nd; experienced light Easterly winds and fine weather to lat. 21° N. thence to port foggy and thick weather. Anchored outside lauds for 6 hours during dense fog.

POST OFFICE NOTICES.

MAILS will close:—
For SWATOW & TIENTSIN.—
Per Kwonggang, at 9 a.m., on Friday, the 30th inst.

For SAIGON.—
Per Drachensfels, at 9 a.m., on Friday, the 30th inst.
Per Finkenburg, at 4.30 p.m., on Friday, the 30th inst.

For STRAITS & CALOUTTA.—
Per Japan, at 11.30 a.m., on Saturday, the 31st inst., instead of as previously notified.

For SINGAPORE.—
Per Carlsbrooke, at 11.30 a.m., on Saturday, the 31st inst.

For SWATOW, AMOY AND FOCHOOW.—
Per Hatten, at 5 p.m., on Saturday, the 31st inst.

For SWATOW, AMOY & TAMSUI.—
Per Formosa, at 5 p.m., on Saturday, the 31st inst., instead of as previously notified.

MAILS BY THE UNITED STATES PACKET.—
The United States Mail Packet *Belgie* will be despatched on TUESDAY, the 3rd April, with Mails for the United Kingdom, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—
2.15 p.m. Registry ceases.
2.30 p.m. Post-Office closes, but Correspondence may be posted on board the Packet until late P.M. 10 cents extra Postage until the time of departure.

MAILS BY THE FRENCH PACKET.—
The French Contract Packet *Iravaddy* will be despatched on WEDNESDAY, the 4th April, with Mails to the United Kingdom, Europe, and places beyond, via Marseilles, to Saigon, Siam, Settlements, Batavia, Borneo, Ceylon, Madras, the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.

HOURS OF CLOSING.

THE FRENCH MAIL

The following hours are observed in closing Mails, &c., by the French Contract Packet:—
Day before departure.—
5 p.m.—Money Order Office closes.
Post Office closes, except the Night Box, which is always open out of Office hours.

Day of departure.—
A.M.—Post Office opens.
10 a.m.—Registry of Letters ceases.
10.30 a.m.—Posting of all printed matter and patterns ceases.

11 a.m.—Mails closed, except for Late Letters.
11.10 a.m.—Letters may be posted with Late Fee of 10 cents until 11.30 a.m.—When the Post Office closes entirely.

A REPORTED REMEDY FOR SICKNESS.—In the most artificial and unhygienic manner, a remedy for sickness has been found. Antipyrine may be considered as a coal-tar product. E. Dupuy administered antipyrine during the last three days before embarking and first three days of an ocean voyage, in doses of three grammes per day. He states that none of the persons thus treated suffered from sickness during the voyage across the Atlantic Ocean.

A new industry has been created in Boston. The "artistic caller" is a new kind of lady finding herself unable to cope with her daily tale of visits, fell back upon a deputy, who went the rounds, leaving cards and making the usual inquiries. Now the custom has become quite prevalent in Boston, and most great ladies employ an "artist" to do their formal visiting for them. The artistic caller is a young lady of elegant mien, good address and social tact. Her duties are as follows:—In the morning she repairs to her employer's house, studies the pile of visiting-cards left the day before, studies the visitors' book, and makes out her list of visits to be returned and cards to be left. Then the carriage or the modest cab comes round, and the artistic caller starts upon her polite mission. The idea is not a bad one, and it partially solves the problem as to what we shall do with our girls. There is no reason why the artistic caller should not flourish in London as well as Boston. Many busy women would find a "lady help" of that sort very useful.

CAN a husband rob his wife? Baron Huddleston has answered this by saying (1) he cannot rob her at all under the common law, which regards all the wife's property as the husband's; and (2) theft is only robbery under the Married Women's Property Act when the wife is living apart from her husband or when he is preparing to desert her. It is really quite amazing, a contemporary observes, how many matters relating to property and to person. It almost seems as if the object of the law was to inflict such disabilities on wives in order to induce the fair sex to perform conjugal duties to matrimony. Baron Huddleston's ruling notwithstanding, we are advised that if a husband steals his wife's letters he can be prosecuted under the Married Women's Property Act, even although he is neither keeping a separate establishment nor is preparing to desert her.

The Parliamentary paper on the affairs of Central Asia, just issued, contains an interesting letter of the Amir of Afghanistan in reply to a letter of the Viceroy apprising him of the settlement of the boundary question. The Amir thinks that the settlement reflects credit on the English negotiators, and he says so in the Oriental, or, at any rate, the Afghan way. "The good and the State-adorning opinion of the representatives of the Amir of Afghanistan is worthy of praise, and the cause of happiness and thanks, for the knots in the thread of discussion with the Russian Government which were tied with regard to the Afghan frontiers have been untied and opened with the tips of the fingers of excellent measures. It is mainly owing to long but time is precious in Afghanistan. The Amir is further of opinion that the English agents took pains with their work, as he professes to put it, "reached their destination after having traversed many hard and difficult stages of discussion on the noblest side of dispute thoughts." He also notes with satisfaction that the Russian Government has stated its demands—that is to say, "has entered the door of refraining and abstaining from conquest and war," and has "come down from the place of its desire and the mansion of its wish to subjugate Afghanistan and occupy India." It is rather a drop down to find that all this about the resolution of a "dispute" on which the Sarik Docks are now grazing with my permission. But perhaps it is precisely on that account that it takes this imposing form.

The case of Tolhausen v. Davis, in which judgment was delivered at the end of the week, resulted in an important enunciation of the law as to negligence. The defendant was a farmer in Cheshire, whose horse ran away upon a country road and knocked down the plaintiff's wife under the following circumstances. The horse had been employed during the day in carting manure to one of the defendant's fields. In the afternoon the man in charge, his work being finished, threw his pitchfork into the cart, and said "see-up" to the horse, which took head and galloped down the high road towards the farmyard of the defendant, which abutted upon it. The plaintiff's wife had called at the defendant's farm, and was having some tea, when her attention was called to the runaway horse and cart. Led by curiosity she left the house and stood in the farmyard near the gateway leading in to the road. Not unnaturally the horse turned in through this gate which led to his stable, and as he did so knocked the unhappy woman down. She was much injured and suffered the loss of an eye in consequence of the impact of either the horse or the cart. The facts of the case were as follows:—The defendant's horse was a bay, and his master was aware that she was at the farm, still less that she had put herself in the horse's path. Had the woman been knocked down by the highway cart a fact she was within a very few feet of it, the case would have been concluded by many precedents against the defendant. —London Daily News

CORRESPONDENCE.

THE TAXING TENDENCY.
To the Editor of the CHINA MAIL.

Hongkong, March 29, 1888.

SIR,—There seems to be a general feeling among the European community that the Government is pursuing a penny-wise and pound-foolish policy which entitles it to a rebuke for its taxation by increasing the burdens on local industries. Last year the Official Valuator doubled the taxes on those undertakings, and the Treasurer, not content with this, has now hit upon the idea of levying also an undetected and apparently undetectable tax on machinery. Whereas tax for the most part is levied on the goods which are already fully taxed, but the Government seems to think that a penny should be inflicted, as a reward for its enterprises, on the man who goes to the expense of erecting a wharf or road in his godown. In fact these taxes on machinery and wharves appear to be directly aimed at the enterprises of the Colony, which should be followed in every way possible.

Hongkong is a free port, but the tax on machinery is virtually an indirect tax on the products of the Colony,

which will tend to check the inauguration of further industries. I believe the argument advanced is that the rich and poor must be taxed alike, but the poor man as a rule pays no taxes, his landlord does it—he is called upon only to pay his rent, which is a still one, which he is enabled to meet mainly from the lucrative employment provided by the public companies, which pay in four times as much wages as he is able to earn in his own country.

The numerous shareholders in our Docks, and Wharves, and Sugar, Rope, Ice, Gas, and Brick factories have little reason to be grateful to the Government; but what can be expected, when His Excellency's chief advisers are men who lead a bohemian life, who are not in touch with the mercantile community, and who know nothing of what is going on around them.

With regard to the taxing of places of recreation, such as the premises of the Race Club, Cricket Club, Rowing Club &c., from which no decent fellow need be excluded, such an idea could never emanate from the brain of a person of very narrow mental vision. An attempt was made last year to insert the thing into the Budget, and the Treasurer, being now on the alert, was evidently prepared to carry the matter through in the face of any protest from the influential members, who by his own admission are his chief advisers.

At the present rate of development, who knows how long it may be before Sporting dogs and Subscription griffins, bunnies, cricket balls, and tennis nets are added to the list of taxable articles?—Yours, ENTERPRISE.

[Our correspondent is in error in one particular, when he says that the income tax of the tenant is 10 per cent. upon his rental, while the landlord merely hands it over to the Treasury. This is a mistake caused probably by the course occasionally followed of including the taxes in the rental. Otherwise our correspondent's remarks are sensible, and deserve to be seriously considered by those concerned.—Ed. C. M.]

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before Hon. J. Russell, Acting Chief Justice, and Mr. A. J. Leach, Acting Puisne Judge.)

Thursday, March 29.

THE YU TEZ WAN INSURANCE CASE.—VERDICT.

The hearing of this case was resumed to-day, the jury being Messrs A. S. Garth, H. J. H. Tripp, F. T. Foster, J. G. Smith, E. Mackintosh, D. Munn, and D. Munchee. The Attorney General (Hon. E. L. O'Malley) and Mr. Robinson, instructed by Messrs Caldwell and Wilkinson appeared for the plaintiff, and Mr. E. J. Ackroyd, instructed by Messrs Wotton and Duncan, for the defendant.

Mr. Mackintosh, on behalf of the jury, informed his Lordship that the jury had made up their minds unanimously on the case from the evidence they had heard.

His Lordship said it was his duty to tell the jury that they had no right to make up their minds at this stage of the case, and he therefore declined to accept their verdict until the case had been finished.

Further evidence for the defence was then led.

Mr. Ackroyd, in addressing the jury for the defence, said the first point which the jury would have to decide was whether the plaintiff had any goods at all in his premises at the time of the fire. He, on behalf of the defendant, contended that plaintiff had proved nothing whatever. All that was proved was that he sold tea, and there was no evidence whatever of what his stock in trade was on the night of the fire. The books produced were most unsatisfactory and really were of no value. But there was one more important point, and that was that the defendant said this claim was fraudulent, and if they could prove that, he had no right to anything whatever. The two principal items on which they alleged fraud were the claim for tea and the balance shown in the books. An attempt had been made to show that there must have been a large quantity of tea in the premises at the time of the fire, but that attempt had failed altogether. The statement that the tea was in bags was one which could not be believed. It was impossible that so large a quantity of tea could be kept in that way in a place where it would be certain to be spoiled by the proximity of strong-smelling goods such as drugs and chemicals. The facts of the case, dwelling at considerable length on the behaviour of the plaintiff with respect to the claim for tea. It was abundantly proved that tea was not mentioned at all by the plaintiff when he put in his first claim. If he had a claim for tea it was surely the right time to mention it when he was told to produce the amount of his claim. The facts of the case are as follows:—On the 24th of December last, in consequence of a letter received from Swatow asking for "the necessary ingredients to make one green, one blue and one red light (Bengal light)," the defendant having made up the ingredients sent to Messrs. Caldwell and Wilkinson, the General Manager of the plaintiff, the parcel containing them, with the following written request or memorandum: "Please to grant parcels of receipt for parcels herewith. Contents drugs, value \$5." In answer to this request, the defendant received a parcel receipt, having printed on it in red ink a notice that the receipt was granted subject to the condition that the parcel contained in Douglas Lippard and Co.'s steamers Bills of Lading. These Bills of Lading contained a clause to the effect that if chemicals, liquids or other cargo of a dangerous or damaging nature be shipped without being previously declared and arranged for, any loss or damage or injury to any person or property or to the ship or cargo should fall on the shippers, consignees or owners of such cargo. This parcel, which was shipped on the plaintiff's Co.'s steamer Formosa for Swatow, was addressed to Mr. Noddy and was labelled "Glass bottles and 20 oz. Chlorate of Potash in one glass bottle, 2 oz. Chlorate of Potash in another glass bottle, 3 drs. Copper Oxide and 29 oz. of Chlorate of Potash in a third bottle, and 1 lb. of Sublime Sulphur or flowers of sulphur in a paper in the third mark, each parcel wrapped in corrugated paper and packed side by side in a row with the sulphur beyond them, but were all placed in one box. It is admitted on all hands that chlorate of potash and sulphur when mixed (though there is some dispute of opinion as to the degree of mixing required) would be liable to spontaneous combustion or explosion from friction or concussion, and there can therefore be no doubt that this was a dangerous compound and in case of explosion would prove destructive to anything near it. The parcel was sent on board and placed with 18 other parcels, all of which signed by the third mark, and was put in evidence in the mail room, and in that room there were also 1 copper case containing 30 lights, 1 copper case containing rockets, 1 tin case containing a regulation flare up,

attention the jury had paid to the evidence, and his duty to the plaintiff was comparatively easy one. He certainly should not attempt to force upon the jury from the plaintiff's point of view that an unnecessary construction should be placed on the facts, but he would venture to point out, before dealing with the items one by one, that in case of this kind coming before the jury in this case, it was the duty of the jury, and he was sure it was a duty they would at once recognize—it was the duty of the jury to apply themselves to the whole case as it was put before them, to discriminate very carefully between what was matter of fact, what was matter of mere assumption, what was matter of mere suspicion, and what was matter of fact as proved by evidence. That the case bristled with matter of assumption, he admitted. There had been an immense amount of suspicion and there were matters that were matters of mere assumption. He would not attempt to force upon the jury a theory as to the fraudulent conduct of the plaintiff, but what he asked the jury to do was to review all this matter which was in their minds and to distinguish between what was really proved and what was mere assumption. His friend had said "you must not try to prove this kind of thing, but you must try to prove the effect of the facts in a lump and draw your own conclusions." Now, on behalf of the plaintiff, who was in no sense the defendant, he should ask them to go over the matter and take the items and deal with them one by one. Proceeding to review the evidence, the Attorney General (Hon. E. L. O'Malley) showed to prove that the books from which the claim was made up were inaccurate. They did not of course present a complete chain of evidence but it would certainly not be fair to make the deficiency which did exist the ground of a verdict of fraud against the plaintiff. The first error was in the fact that this fire occurred innocently, and that fact was a sufficient answer to the objection to these books. As to the stock of tea for which the plaintiff claimed, he contended that the evidence for the plaintiff on this point was sufficient to satisfy the jury, there being a large stock of tea in the premises. There had been no satisfactory evidence that he did not mention the tea when he made his first claim and he put it to the jury whether it was reasonable to suppose that he would have taken the contra he did had it been his intention to defraud the insurance people. His conclusion he referred to the jury, which had been mentioned by his learned friend, although it had nothing to do with the case. He referred to what had been said as to the defendants effecting the insurance without inquiry. He thought it was as much their duty, as men engaged in an important and legitimate business, to inquire into the solidity and solvency and general position of the insurer at the time the insurance was effected as at the time the claim was made.

His Lordship said he would not detain the jury further than to call their attention to one or two points of law bearing on the case. He did not know whether anything had been said in the morning to the effect that the jury had no right to make up their minds at this stage of the case, and he therefore declined to accept their verdict until the case had been finished.

Further evidence for the defence was then led.

Mr. Ackroyd, in addressing the jury for the defence, said the first point which the jury would have to decide was whether the plaintiff had any goods at all in his premises at the time of the fire. He, on behalf of the defendant, contended that plaintiff had proved nothing whatever. All that was proved was that he sold tea, and there was no evidence whatever of what his stock in trade was on the night of the fire. The books produced were most unsatisfactory and really were of no value. But there was one more important point, and that was that the defendant said this claim was fraudulent, and if they could prove that, he had no right to anything whatever. The two principal items on which they alleged fraud were the claim for tea and the balance shown in the books. An attempt had been made to show that there must have been a large quantity of tea in the premises at the time of the fire, but that attempt had failed altogether. The statement that the tea was in bags was one which could not be believed. It was impossible that so large a quantity of tea could be kept in that way in a place where it would be certain to be spoiled by the proximity of strong-smelling goods such as drugs and chemicals. The facts of the case, dwelling at considerable length on the behaviour of the plaintiff with respect to the claim for tea. It was abundantly proved that tea was not mentioned at all by the plaintiff when he put in his first claim. If he had a claim for tea it was surely the right time to mention it when he was told to produce the amount of his claim. The facts of the case are as follows:—On the 24th of December last, in consequence of a letter received from Swatow asking for "the necessary ingredients to make one green, one blue and one red light (Bengal light)," the defendant having made up the ingredients sent to Messrs. Caldwell and Wilkinson, the General Manager of the plaintiff, the parcel containing them, with the following written request or memorandum: "Please to grant parcels of receipt for parcels herewith. Contents drugs, value \$5." In answer to this request, the defendant received a parcel receipt, having printed on it in red ink a notice that the receipt was granted subject to the condition that the parcel contained in Douglas Lippard and Co.'s steamers Bills of Lading. These Bills of Lading contained a clause to the effect that if chemicals, liquids or other cargo of a dangerous or damaging nature be shipped without being previously declared and arranged for, any loss or damage or injury to any person or property or to the ship or cargo should fall on the shippers, consignees or owners of such cargo. This parcel, which was shipped on the plaintiff's Co.'s steamer Formosa for Swatow, was addressed to Mr. Noddy and was labelled "Glass bottles and 20 oz. Chlorate of Potash in one glass bottle, 2 oz. Chlorate of Potash in another glass bottle, 3 drs. Copper Oxide and 29 oz. of Chlorate of Potash in a third bottle, and 1 lb. of Sublime Sulphur or flowers of sulphur in a paper in the third mark, each parcel wrapped in corrugated paper and packed side by side in a row with the sulphur beyond them, but were all placed in one box. It is admitted on all hands that chlorate of potash and sulphur when mixed (though there is some dispute of opinion as to the degree of mixing required) would be liable to spontaneous combustion or explosion from friction or concussion, and there can therefore be no doubt that this was a dangerous compound and in case of explosion would prove destructive to anything near it. The parcel was sent on board and placed with 18 other parcels, all of which signed by the third mark, and was put in evidence in the mail room, and in that room there were also 1 copper case containing 30 lights, 1 copper case containing rockets, 1 tin case containing a regulation flare up,

one chest of ten and some mails. The parcels were chiefly Chinese presents, and were shot, and some pin-point cartridges, capped, but not loaded. The Formosa left Hongkong on Christmas day, and after a calm passage arrived off the Swatow River about 2 a.m. on the day following, going up to her buoy as soon as daylight permitted, and made fast on the pier. The mail room up to that had been in charge of the third mark, who kept the key of the room and whose duty it was to look after the mails and parcels. The parcel addressed to Mr. Noddy had been placed by him on the after shelf of the room and remained there until the steamer moored. About that time the chief mate, accompanied by the 3rd mark, went into the mail room to see that the mails were properly sorted, and in looking over the mails he saw the parcel addressed to Mr. Noddy, whom he knew. He took it up, looked at the address, and then put it down again, and returned to the cabin. The boxes were marked "S" in a diamond, "Glass" in a diamond, "Apocryphary" was written on the side of the box, and the case clearly shows that "Apocryphary" was not a sufficient notice to the master of the ship by which they were carried of their dangerous nature. There were other boxes of a dangerous nature, and other goods of a dangerous nature, obtained for sending *apocryphary* "drag" and various without describing them, but as the Acts under which they were decided are not mentioned or not before the Court, I will not further refer to them. As there has been a serious contention against the amount of damages sustained by reason of the explosion, judgment will be for the plaintiff Company for the amount claimed, and costs.

IN APPELLATE JURISDICTION.

(Before Hon. J. Russell, Acting Chief Justice, and Mr. A. J. Leach, Acting Puisne Judge.)

Thursday, March 29.

THE RECENT CASE OF SEIZURE OF OPIUM.—KOHAT, APPELLANT; CHU TUNG, RESPONDENT.

Mr. Robinson, on behalf of Mr. Chu Tung, appeared for the appellant in this case, the Attorney General, instructed by Mr. Wotton, being for the Opium Farmer.

The Lordships to-day gave judgment.

Mr. Russell said.—This matter comes before the Court on a case stated from the Magistrate's Court, from which it appears that the appellant was fined 100 dollars for contravening Sec. 10 of the Opium Ordinance of 1884. Besides stating certain findings of fact, the Magistrate returned the depositions and all documents put in at the hearing before him, and this Court is thus enabled to see the whole case as laid before the Magistrate. The preamble of the Ordinance recites that "it is expedient to regulate and control the movement of Raw Opium within the Colony," and Section 10 enacts that the Opium Ordinance of 1884, and "this ordinance shall be construed as one person except the Opium Farmer or the licensed retail dealers shall have in his possession or under his custody or control Opium in quantities less than one chest without a certificate of purchase from a Licensee except he can show to the satisfaction of a Magistrate—(a) That the said Opium is covered by a certificate of one of the Government Agents, or (b) That he has received under an official export permit. Sec. 9 regulates the landing of opium under "permit," and Section 10 enacts that "every person moving opium for Exportation in chests shall before doing so send to the Superintendent a requisition in form of schedule C containing the particulars therein required, and the Superintendent shall grant an Export permit in the form of schedule D authorising the said opium to be exported. The owner or shipper shall cause such permit to be exhibited to the Opium Farmer or his Agent, and such permit shall be signed—by him or his Agent, and shall not be used as a receipt until it is so signed." Schedule C is as follows:—"To the Superintendent of Imports and Exports. Sir,—Please issue a permit to export by chests of opium, numbered and marked as below, on the day of 18, to destination the said opium having been purchased by me from in whose godown, house or shop it is now stored (or the same being now stored in my godown, shop or house) at or sold by me to who is desirous of exporting it.—Date, 18. Schedule D is as follows:—"Permit to Export. I am authorised to export by chests of opium, marked and numbered as below, on the day of 18, to destination the said opium having been purchased by me from in whose godown, house or shop it is now stored (or the same being now stored in my godown, shop or house) at or sold by me to who is desirous of exporting it.—Date, 18. Schedule D is as follows:—"Permit to Export. 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Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY.

TENTH YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of "Notes and Queries on China and Japan," has reached its fourteenth volume. The Review discusses those topics which are uppermost in the minds of students of the Far East and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting notes and original papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of literature on China etc., and to give critiques embodying sketches of the most recent works on such topics. Authors and Publishers are requested to forward works to "Editor, China Review, care of China Mail Office."

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondence column also affords further and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various branches of the Imperial Customs and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Dr. Chalmers, Eitel, Bretschneider, and Hirth, Professor Legge, and Messrs. Balfour, Watterson, Stent, Phillips, Macdonald, James, Faber, Kopsch, Parker, Playfair, Giles, Fitton, and Taylor, all well-known names, indicative of sound scholarship and thorough mastery of their subject.

The Subscription is fixed at \$6.00 per annum, postage included—payable in advance.

Orders for binding volumes will be promptly attended to; Address, "Manager, China Mail Office."

OPINIONS OF THE PRESS.
"All our learned societies should subscribe to this scholarly and enterprising Review."—Northern Christian Advocate (U.S.).

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"The Review is a most interesting and useful journal to the student of the Far East and the present issue will hold favourably if not advantageously comparison, with preceding numbers."—Cathartic Empire.

"This number contains several articles of interest and value."—North-China Herald.

"The Review is a most interesting and useful journal to the student of the Far East and the present issue will hold favourably if not advantageously comparison, with preceding numbers."—Cathartic Empire.

"A substantial and reliable Review which all students of China and the Chinese would do well to patronize."—Herald.

"The Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr. Herbert A. Giles on 'The New Testament in Chinese' treats of a question that must necessarily be of great importance in the eyes of all missionaries."—Herald.

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Mails.

U. S. MAIL-LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco via Yokohama, on SATURDAY, the 14th April, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco \$200.00
To San Francisco and return, 350.00
To Liverpool 325.00
To London 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Offices in Soledad, Valparaiso, and Valdivia, the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, March 24, 1888. 409

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 16th day of April, 1888, at 4 p.m., the Company's Steamship PRUSSIAN, Capt. C. POHL, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this port as above, sailing at 5 p.m.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 16th April, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

For further Particulars, apply to
MELOHERS & Co.,
Agents.

Hongkong, March 20, 1888. 464

Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though written by hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied letters, &c. The charges on them are the same as for books, but whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

The sender of a Registered Article for a Union Country may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed those dimensions: 8 inches by 4 inches by 2 inches.

Countries of the Postal Union.
The Union may be taken to comprise all civilized countries except the Australasian and Cape Colonies.

Postage to Union Countries.
General Rates, by route:—
Letters, 10 cents per 1 oz.
Post Cards, 5 cents each.
Registration, 10 cents.
Books, Patterns and Comm. Papers, 2 cents per 2 oz.
There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.
Australia, New Zealand, Tasmania, and Fiji via Torres Straits, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2; Via Ceylon, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 2.
S. African Colonies—Letters, 25; Registration, 10; Newspapers, 5; Books and Patterns, 2.

LOCAL POSTAGE.

General Local Rates for Hongkong, Macao, China, Japan, Siam direct (d), Coochin-China, Tonquin, and the Philippines.

Letters per 1 oz., 5 cents (c).
Post Cards, each, 1 cent.
Books and Patterns per 2 oz., 2 cents.
Newspapers and Prices Current, each, 2 cents.
Registration, 5 cents.

(d) Via Singapore, 10 cents.
(c) Between Hongkong, Canton, and Macao 5 cents.

Local Delivery.

1. All correspondence posted before 5 p.m. on any week day for addresses in Victoria will be delivered the same day, and generally within two hours, unless the delivery should be retarded by the Contract Mail.

2. Invitations, &c. can generally be delivered within Victoria at the private houses of the addressees rather than at places of business, if a wish to that effect be expressed by the sender, otherwise all correspondence is invariably delivered at the nearest place of business.

3. Boxholders who desire to send Circulars, Divisional Warrants, Invitations, Cards, &c. all of the same sort, to addresses in Hongkong, or the Ports of China, may deliver them to the Post Office unstamped, the postage being then charged to the sender's account. Each batch must consist of at least ten.

4. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed, if the nature of the contents be not exhibited to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Coins, or Jewellery, and where Registration has been neglected, will make no enquiries into alleged losses of such letters.

Parcel Post to the United Kingdom.

Parcels not exceeding 11 lbs. in weight are received in Hongkong and at British Post Offices in China, for transmission to the United Kingdom by P. & O. Packet via Gibraltar. No parcel is sent with the Overland Mail via Brindisi. Parcels therefore arrive in London about eight days later than the Mail. Parcels may be sealed, but any parcel, even though sealed, is liable to be opened for examination.

Parcels must be posted in Hongkong before 3 p.m. on the day before the departure of the Mail. Those arriving from the Coast, &c., after this hour are kept for the following P. & O. Mail.

The Postage is 25 cents per lb., which includes Registration fee, and must be paid in stamps. No further charge is made in the United Kingdom except for Customs dues. No parcel must be more than 3 feet 6 inches in length, or 6 feet in greatest length and girth combined. A receipt is given for each Parcel.

The sender must fill up a form of Customs Declaration, which can be obtained free at each Post Office. No parcel can be accepted till this is completely and accurately filled. The only articles ordinarily sent from China which are liable to duty are Tea, Tobacco, and Gold and Silver plate.

Dangerous or perishable goods, articles likely to injure the Mail, liquids (unless securely packed) or parcels easily crushed, such as band-boxes, are prohibited. No Parcel can be received if its value exceeds \$50. A Parcel may contain a letter to the same address as that of the Parcel itself, or another Parcel to the same address. No other enclosures are allowed.

With regard to inland Parcel addresses are requested to observe that the Parcel Mail is not opened until the ordinary distribution of letters, &c., is finished. The postage on Parcels at home is 10d. per lb., the Regulations are generally similar to the above, and the Parcels are sent out via Gibraltar.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of \$10, in certain cases, provided—

1. That the sender duly observed all the conditions of Registration required.
2. That the letter was securely enclosed in a reasonably strong envelope.
3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handsomely bound books, &c., which reach their destination, although in a broken or deteriorated condition.

Missing or Delayed Correspondence.

When correspondence has been missing or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, Sent to _____, or Received at _____, or as the case may be, and forward it, without any other writing, whatever, to the Postmaster General. This should be noted on the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

Fees for Public Vehicles.

Chairs.
IN VICTORIA WITH TWO BEARERS.
\$ c.
Half hour . . . 0.10 Three hours . . . 0.50
One hour . . . 0.20 Six hours . . . 0.70
If the day is extended beyond Victoria, half fare extra.

BEYOND VICTORIA, WITH FOUR BEARERS.
Hour . . . 0.60 Six hours . . . 1.50
Three hours . . . 1.00 Day (8 to 6) . . . 2.00

With single driver.
Quarter hour . . . 0.05 Hour . . . 0.15
Half hour . . . 0.10 Every subsequent hour . . . 0.10

Nora.—Victoria extends from Mount Davis to Causeway Bay and up to the level of Robinson Road. If the vehicle is discharged beyond these limits half fare extra is to be allowed for the return journey. Extra bearers or drivers and extra hours to be paid proportionately.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Harbour g.

Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. & O. Co.'s Office.
5. From P. & O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kowloon Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Agent.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Anten	5	Aereboe	Ger. str.	396	Mar. 19	Wielers & Co.	San Francisco	Ab'deen Dock 3rd prox.
Belgie	5	Walker	Brit. str.	4211	Mar. 24	O. & S. N. Co.	Nagasaki	31st inst.
Benary	5	Boutellier	Brit. str.	1119	Mar. 28	Gibb, Livingston & Co.	Singapore	31st inst.
Cardiganshire	5	Clark	Brit. str.	1022	Mar. 29	Adams, Bell & Co.	Saloon	To-morrow
Caribbea	5	Cass	Brit. str.	973	Mar. 27	Morris & Hay	Saloon	To-morrow
Crusader	5	Ogston	Brit. str.	648	Mar. 29	R. Stevens	Saloon	To-morrow
Ducina	5	Oestmann	Ger. str.	965	Mar. 29	Siemens & Co.	Saloon	To-morrow
Drachenfels	5	Tarce	Ger. str.	1459	Mar. 26	Adams, Bell & Co.	Saloon	To-morrow
Esmeralda	5	Mottram	Brit. str.	395	Mar. 29	R. Stevens	Saloon	To-morrow
Falkenberg	5	Dreyer	Ger. str.	988	Mar. 26	Melchers & Co.	Saloon	To-morrow
Fero	5	Hansen	Ger. str.	754	Mar. 26	Edvard Schellhass & Co.	Saloon	To-morrow
Fidilio	5	Brook	Brit. str.	822	Mar. 26	Wielers & Co.	Saloon	To-morrow
Tahera	5	Seigneur	Brit. str.	674	Mar. 27	Douglas Steamship Co.	Amoy and Tamu	31st inst.
Freya	5	Lund	Dan. str.	419	Mar. 26	Arnold, Karberg & Co.	Calcutta, &c.	31st inst.
Japan	5	Gardner	Brit. str.	1875	Mar. 26	David Sassoon, Sons & Co.	Shanghai	31st inst.
Ningpo	5	Schulz	Brit. str.	761	Mar. 29	Siemens & Co.	Nagasaki	31st inst.
Norden	5	Nielsen	Norw. str.	1367	Mar. 27	Mitsui Bussan Kaisha	Calcutta, &c.	31st inst.
Pilot Fish	5	Stopani	Brit. lug.	161	Sept. 27	H. K. & W. Dock Co.	London, &c.	Today
Stentor	5	Milligan	Brit. str.	1307	Mar. 29	Butterfield & Swire	Coast Ports	To-morrow
Tachow	5	Newton	Brit. str.	822	Mar. 27	Yun Fat Hong	K'loon Dock	To-morrow
Tahera	5	Seigneur	Brit. str.	674	Mar. 27	P. & O. S. N. Co.	Saloon	To-morrow
Turca	5	Greig	Brit. str.	763	Mar. 15	Gibb, Livingston & Co.	Saloon	To-morrow
Thales	5	Hunter	Brit. str.	819	Mar. 27	Douglas Steamship Co.	Saloon	To-morrow
Visaya	5	Ayubia	Span. str.	406	Mar. 11	Chinese	Saloon	To-morrow
Zambesi	5	Sams	Brit. str.	1564	Mar. 27	P. & O. S. N. Co.	Saloon	To-morrow
Sailing Vessels.								
Allie Rowe	6	Phillips	Haw. bg.	470	June 9	Wielers & Co.	Laid up	
Augusta	6	Jessen	Ger. bg.	470	Mar. 17	Edvard Schellhass & Co.	San Francisco	
B. F. Cheney	6	Reardon	Amer. sh.	1226	Jan. 26	Douglas, Laprairie & Co.	New York	
Coloma	6	Snyes	Amer. bg.	852	Dec. 27	Melchers & Co.	San Francisco	
Dorothea	6	Moeller	Ger. bg.	620	Jan. 29	Arnold, Karberg & Co.	London	
F. P. Leitchfield	6	Young	Amer. bg.	1042	Feb. 5	Melchers & Co.	San Francisco	
Great Admiral	6	Rowell	Amer. sh.	1497	Feb. 17	Russell & Co.	San Francisco	
Gustav & Oscar	6	Seemann	Ger. sh.	1352	Mar. 27	Melchers & Co.	San Francisco	
Hattie E. Tapley	6	McConnally	Brit. bg.	397	Feb. 23	Gibb, Livingston & Co.	San Francisco	
Lilly	6	McConnell	Brit. bg.	393	Aug. 20	Gibb, Livingston & Co.	San Francisco	
Lillian	6	Duncan	Haw. bg.	394	Mar. 22	Chinese	San Francisco	
Mabel Taylor	6	Durkin	Brit. sh.	1295	Jan. 26	Carlowitz & Co.	London, &c.	
Santa Filomena	6	Mendiguren	Span. sh.	448	Jan. 12	Chinese	London, &c.	
Santa Rosa	6	Nieman	Ger. bg.	1037	Jan. 26	Melchers & Co.	London, &c.	
Star Queen	6	Abbott	Brit. bg.	767	Mar. 26	Jardine, Matheson & Co.	New York	
Titan	6	Allyn	Amer. sh.	1270	Jan. 28	Pustan & Co.	New York	
Walter Siegfried	6	Lawrence	Brit. bg.	394	Dec. 17	Chinese	New York	

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Albatross	despatch-vessel	1400	4	3180	Com. R. Blair Macdonochie	Singapore
Audacious*	two-masted battle-ship	6010	10	4320	Capt. Robert Hastings Harris	Hongkong
Beckwith	gunboat 2nd class	465	4	470	Lieut.-Com. H. B. Bolster	Canton
Constance	cruiser 3rd class	2380	14	2500	Capt. L. C. Koppel	Hongkong
Cordelia	cruiser 3rd class	2380	10	1420	Captain Henry H. Boys	Shanghai
Esper	g.-B., 3rd class coast defence	360	3	340		La reserve
Esper	gunboat 2nd class	465	4	470	Lieut.-Com. H. R. Adams	Shanghai
Eurobrand	gunboat 2nd class	465	4	470	Lieut.-Com. Denison	Manila
Heroine	cruiser 3rd class	1420	8	1470	Captain Chas. J. Balfour	Hongkong
Leopard	cruiser 2nd class	3750	10	5000	Captain M. J. Dunlop	Kobe
Lioness	gun-vessel 2nd class	755	5	1050	Commander W. Marwick	Hongkong
Maria	gunboat 2nd class	420	4	430	Lieut.-Com. W. M. Mathurin	Tientsin
Matina	sloop	1200	10	1120	Commander J. H. Martin	Singapore
Orion	battle-ship 3 class armoured	4870	4	4040	Captain T. H. Royle	Singapore
Rambler	surveying vessel	820	3	690	Commodore W. U. Moore	Hongkong
Rattler	cruiser 1st class	670	6	1200	Lieut.-Com. W. Maill. Dougall	Hongkong
Sapphire	cruiser 3rd class	1970	12	2360	Captain W. C. Karalake	Hongkong
Savillite	cruiser 3rd class	1420	8	1400	Captain Arthur L. Allington	Shanghai
Soloist	torpedo mining launch	150	—	—		Hongkong
Swift	gun-vessel 2nd class	755	5	1070	Commander Richard Bingham	Hongkong
Stirling	receiving ship	5157	14	—	Commodore Maxwell, A.D.C.	Hongkong
Stirling	sloop	825	4	750	Commodore Geo. Giffard	Hongkong
Stirling	coast-defence ship, armoured	2750	4	1450		Hongkong

* Flagship of Admiral Sir R. Vesey Hamilton, K.C.B. Commander-in-Chief.